



## Seattle Light Rail Review Panel

*Comments on...*

# First Hill Station

### Scope Briefing

*From the March 24, 1999 meeting:*

- Before the baseline is finalized for these tunnel stations, it is very important to review and confirm data about where people are coming from and going to, in that this information should direct the location of entrances.
- The headhouses must be visible, but context is important in determining the actual design.
- The Panel believes the entrance location decisions are critical, and requests that ST come back when those decisions are made— even if that means a special briefing— in order to explain the locations, recommendations for each one, and information that supports the decisions.

### Summary of Issues Raised in LRRP Scope Briefing Progress Report (July 1999):

- Designing a deep tunnel station that is comfortable and safe for users, entrances on both sides of the street for good access and elderly population
- Coordination of bicycle routes/facilities with Seattle University
- Coordinating with the master plans of adjacent/nearby major institutions re: station entrances, employee shuttle vans, and major institution Transportation Management Plans
- Connection to Swedish Hospital via a mezzanine or other entrance
- Development of air rights over stations

### Concept Design

*The Panel was briefed on August 25, 1999; and made the following comments:*

- A possible mezzanine could solve pedestrian circulation problems. Multiple agencies will be needed to solve this issue.
- Consider pursuing air rights on First hill.
- Is Madison a street with pedestrian focus or with transit focus? If the focus is pedestrian, a good connection involving the property just west of Broadway and the triangle of land across the street is essential.
- Joint development between the headhouse and commercial/retail area is needed so that the station could be built into the fabric of development. Need visible entrances.
- Community supports pedestrian activity.

### Summary of Issues Raised in LRRP Concept Design Progress Report (December 1999):

- Directing foot traffic away from the corners of each plaza seems counterintuitive; reconsider traffic circulation and design features in light of hard data about where people are coming from and going to, and how landscaping and other design features will support circulation paths.
- Design the headhouses to better express where passengers are expected to enter and exit the elevators – clearly differentiating the two.
- Make pedestrian connections to Seattle University along Boylston, with an emphasis on design that helps pedestrians make a safe crossing of Madison.

## **Schematic Design**

*The Panel was briefed on the schematic design on June 7, 2000 and recommended approval of the schematic design as presented, requesting refinement of several elements as the design progresses:*

- Further consideration of what form development on the west entrance site might take and how it might relate to both the station entrance and the urban design of Madison Street;
- Design guidelines for transit-oriented development on these sites, urging that these be developed as quickly as possible in order to be useful in current and ongoing discussions with developers;
- Changing the relationship of glass to stone in the west entrance to better match the east entrance;
- Exploration of a midblock crossing on Broadway and related street improvements to better connect the station to Seattle University, carefully addressing pedestrian safety in the design;
- More development of the stairs and plaza at the east entrance to ensure they work as a gathering place for short term uses/vendors; and
- Design of the fire/maintenance door (east entrance) in coordination with the retaining wall, planter, and stairs as an aesthetic whole.

## **Summary of Issues Raised in LRRP Schematic Design Progress Report**

*Not yet completed.*

## **Design Development**

*No briefing is scheduled at this time.*

## **Construction Documents**

*No briefings scheduled yet.*